

## FMSIB PROJECT #73

**Agency Name and Project Title**  
Argo Yard Truck Roadway Element III

## Contractor

N/A at this time

## Project Description

This project includes the construction of new Automated Gate System improvements at the existing Union Pacific Argo Yard by Union Pacific Railroad. Along with Project #58, the combined project will result in a southbound dedicated truck roadway from East Marginal Way at a newly constructed underpass of the rebuilt SR 99/East Marginal Way trestle to the Argo Rail Yard gate. This project will fund gate construction (Element III). Project #58 contributes funds to Element I and Element II of this project.

**Schedule and Scope changes:** The Argo Yard Automated Gate System design is anticipated to be completed by early 2016. The project is expected to start construction in summer 2015. Trestle replacement and subsequent East Marginal Way Grade Separation Phase II and Argo Yard Truck Roadway street improvements related to FMSIB Project 58 will allow the Argo Yard Truck Roadway to open in April 2015, prior to the new Argo Yard Automated Gate System.

## Environmental Impacts / Compliance

Will complete environmental by end of 2Q 2015

**Federal fund Impacts: None**

| Project Milestones  | Scheduled | Attained | Milestone Outlook |
|---|-----------|----------|-------------------|
| Environmental Documents Approved                              |           |          | 4Q, 2014          |
| RW Complete   |           |          | 4Q, 2013          |
| Utilities (Water)<br>Utilities (Power, storm w.)<br>Structure |           |          | 4Q, 2014          |
| Site Prep<br>Demolitions (M1 & P1)                            |           |          | 1Q, 2015          |
| Groundbreaking  |           |          | 3Q, 2015          |
| Open to Traffic   |           |          | 2Q, 2016          |

|  |                                       |                                    |   |             |                |                |               |
|--|---------------------------------------|------------------------------------|---|-------------|----------------|----------------|---------------|
| <b>Project Cost Summary:</b><br><br><b>PE (incl. final design)</b><br><br><b>Right-Of-Way</b><br><b>Construction</b><br><b>TOTAL</b> | <b>Dollars in<br/><u>millions</u></b> | <b>Percent<br/><u>of total</u></b> | <b>2011-2013 Cash Flow (FMSIB expenditures billed to WSDOT)</b> |             |                |                |               |
|  |                                       |                                    |   | <b>Date</b> | <b>Planned</b> | <b>Revised</b> | <b>Actual</b> |
|  | \$0                                   | 100%                               | PE  | 03/13       | \$0            |                | \$            |
|  | \$0                                   |                                    | ROW   | 03/13       | \$             |                | \$            |
|  | \$3,750,000                           |                                    | Construction  | 08/15       | \$3,750,000    |                | \$            |
|  | \$3,750,000                           |                                    | <b>TOTAL</b>  |             | \$3,750,000    |                | <b>\$</b>     |
|  |                                       |                                    | <b>Carry-over 11-13</b>   |             | \$3,750,000    |                | <b>\$</b>     |
|  |                                       |                                    | <b>Total 13-15</b>  |             | \$3,750,000    | \$1,600,000    | <b>\$</b>     |
|  |                                       |                                    | <b>Carry-over 15-17</b>   |             |                | \$2,150,000    |               |
|  |                                       |                                    | <b>GRAND TOTAL</b>  |             | \$3,750,000    | \$3,750,000    | <b>\$</b>     |
|  |                                       |                                    |   |             |                |                |               |

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| Agency Contact Information: | Tim Leonard, Capital Project Mgr., 206-787-3018, leonard.t@portseattle.org |
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